

Reds at Hague Predict Change In U. S. Attitude

Russia Has Fulfilled the American Conditions, Say Envoys: See Negotiations Soon With Soviet Regime

Parley Only to Convince U. S.

Delegates to Demand 30-Yr. Debt Moratorium as Well as 1½ Billions of Credit

By Wilbur Forrest

THE HAGUE, July 3.—Expectation of a sudden change in the attitude of the United States government toward Russia was one cause of a strain of optimism that seemed to permeate the Soviet delegation to-day, according to a spokesman of that body. When pressed to elucidate the Russian representative's attitude behind a smoke screen of words, but said definitely that his own opinion was that negotiation between the American government and Moscow was not far distant.

Russia, the Red spokesman asserted, had now virtually fulfilled the conditions laid down in Secretary of State Hughes' memorandum a year and a half ago when Moscow had sounded out the possibility of recognition. The psychology of practical American business men was well understood in Russia, he said, and now that the sanctity of contracts could be guaranteed there was great hope for the future relations. The Hague conference, he added, was designed to show the Russian side to the United States that fulfillment of American conditions was now possible, and that this was one of the main reasons that Moscow had sent a delegation.

It was recalled that the Hughes memorandum mentioned rather pointedly that relations between the United States and Russia were only possible when a real representative government was established, indirectly stating that the Soviet government was not so considered. The Red spokesman inferred that the United States was beginning to realize that the Soviets were not going to fall and that a non-Soviet government was realized to be a futile hope.

At 20-Year Moratorium on Debt

It was announced in Soviet circles this afternoon that along with their demand for \$1,500,000,000 credits from the Western powers during the next three years they would demand a thirty-year moratorium for their pre-war debts, although they might be willing to begin the part payment of interest earlier.

In further explanation of the questionnaire demanding information from the Western European powers of every Russian creditor it was admitted that there was a disposition to pay the smaller creditors first. Creditors of capitalistic tendencies would eat at second table, it was frankly confessed. If large blocks of Russian pre-war bonds are found in the hands of capitalistic groups, the Soviets hold themselves in readiness to offer certain concessions in place of cash payments. It was announced that possibly to-morrow the whole list of creditors that the Soviets are prepared to grant would be handed to the powers and it would be for them to say whether they were made public. It was reiterated that the Soviets would not discuss war debts at The Hague, as these are considered to be bound up in the whole international war debt question on which the United States is expected to speak first.

Say World Revolt Is Dead

A further effort to disguise the presence of a powerful military machine in Russia emanated from Soviet circles when it was announced to-day that neutrality clauses would be insisted on in all agreements with other states. The world revolution, it was stated, and as Moscow recognized that capitalistic nations had new resources and were out of danger the situation was accepted. "We don't want war," the Red spokesman repeated, "and must do everything to prevent strife."

It was announced that Foreign Minister Tchitcherine had almost recovered from his illness and would resume the duties of his office in about three months. Leonid Krassin, trade envoy for the Soviets, is expected here on Thursday.

Representatives of the Western powers met in the Peace Palace to consider the demands from the Soviets for credits and information on their creditors. Strict secrecy was maintained and their decisions will not be known until after the meeting with the Russians to-morrow. It is known, however, that every delegation has conferred with its home government.

Convict Fugitive Just Walks Away From Guard

Dannemora Prison Warden Has Matter-of-Fact Explanation of Latest Escape

SARANAK LAKE, N. Y., July 3.—A negro convict serving a twelve-year term for burglary escaped from the Dannemora Prison last night by "walking away from a guard," according to the explanation of prison officials. Eckert Kelly, or "Slim," as the convict is known, disappeared in the woods although his height of 6 feet 4 inches makes him conspicuous. The man hunt was without result. It is believed the prisoner reached the main line of the railroad and escaped in the way.

Kelly, who is thirty-six years old and a native of Georgia, had three years of his term to serve. He was employed on work outside the prison walls under a guard. The prison warden, however, gives no details of the escape beyond saying the fugitive "walked away from the guard."

This is the second escape from the prison in a month. Four prisoners escaped June 11. Two of them have been captured.

Big Arverne Boarding House

Swept by Fire: Loss \$40,000

Fire was discovered in the forty-room boarding house operated by Benjamin Krosinger at 161 Beach Sixty-third Street, Arverne, about after 3 o'clock yesterday morning. Prompt action of firemen kept the flames from spreading and the blaze was extinguished at a loss of \$40,000.

Twenty-two guests made their way to the street unharmed.

At O. Grain Elevators Open

At the office of the Baltimore & Ohio Railroad, 235 Broadway, it was announced yesterday that the fire in grain elevators of the road at Baltimore, last Sunday, would not interfere with the handling of grain at that terminal by the company. The fire, according to the announcement, was confined to elevators B and C.

Wreckage of Atlantic City Express and Rescuers at Work



Four Inquiries In Train Wreck That Kills Six

(Continued from page one)

Camden for medical treatment and some were able to go home after receiving medical attention at the scene of the accident. There were ninety passengers on the train and virtually all of them were more or less injured.

Four Inquiries Are Begun

Officials of the Philadelphia & Reading Railroad, county and state authorities and the Interstate Commerce Commission are conducting inquiries to ascertain the cause of the accident. From the evidence at hand it appears that John De Walt, of Hammononton, N. J., towerman at Winslow Junction, mistook a string of empty coaches that passed him just ahead of the express for the midnight flyer and opened the switch leading to the Cape May division for a freight which he previously had sidetracked for the flyer.

Instead of down the straightaway to the junction at a 75-mile clip, the train ran on the switch and was unable to make the curve at the terrific pace at which it was going. It tore up rails and ties for 750 feet, and the engine and two Pullman cars went down a forty-foot embankment to the Pennsylvania Railroad tracks, while the five coaches, all but one of them, rolled over on the slope.

Although De Walt made a mistake in opening the switch, final responsibility for the accident probably does not rest with him, according to Charles Lwing, vice-president of the railroad, and Prosecutor Westcott of Camden County, who examined De Walt to-day. They pointed out that the opening of the switch automatically set a signal which should have warned Westcott, the engineer of the express, and caused him to slacken his speed. Westcott died beneath the wreck of his locomotive and cannot explain. Railroad men said, however, that if his train had been going only forty miles an hour it would not have left the rails.

"De Walt had set the switches for a movement to the Cape May branch," said Mr. Lwing, "evidently in the belief that a train of empty passenger coaches which had previously passed was train No. 33 (the Flyer). The signals as displayed apparently were not observed by the engine man of train No. 23, who took the junction switch at full speed. This caused the derailment."

Prosecutor Accepts De Walt's Story

"De Walt gave me a very plausible account of the accident," said Prosecutor Westcott. "He told me that he had expected No. 33 and had placed a freight train on a siding to permit the flyer to go through. Then along came a long string of passenger cars over the main line. He said that he saw the freight train on the siding and he believed this string of coaches to be No. 33. He then arranged to swing the freight train to the main track. Before he could do this along came the flyer, which went down the embankment with such disastrous results."

A survey of the vicinity of the wreck showed that the light which threw investigators into a panic was thrown against the engineer of the fast train when the switch was opened to permit the freight to back down on the main line, was located about one thousand feet from the switch.

In the opinion of railroad men the engineer, even though he saw the red light through the blinding rain storm, would never have been able to bring his train to a stop before reaching the switch.

The investigators are anxious to learn if those on the train saw any grinding of the brakes just before the accident or if they noticed any perceptible slowing up of the train. This information, they say, will aid them in determining whether the engineer did see the red light and did his utmost to prevent the catastrophe.

In its final swaying rush along the ties the express carried away an electric light pole, the globe of which furnished the only illumination at the switch. Passengers, rudely awakened in upset cars, found themselves in utter darkness save for occasional flashes of lightning. Screams and groans rose above the sounds of the train. Disheveled figures of men and

Above—View of the train soon after it rolled down an embankment after hitting an open switch at Winslow Junction, N. J., yesterday. In circle at left—Searching debris for dead and injured. Below—Wrecked engine beneath an overturned Pullman.

Janitor's Sudden Opulence Traced to Basement Distillery

Big Apartment House Where Perlah Once Was Employed at \$20 a Week Now His Own, but Dry Raiders Take Away Rum Plant

Two years ago I. Perlah was the janitor of the five-story apartment house at 105 East Ninety-sixth Street. He lived in the basement of the place and was paid \$20 a week salary, rent free. Yesterday it was learned that I. Perlah now owns the property, unnumbered. It was not through ardor as a janitor or by thrift in saving of his wages that he prospered, for prohibition agents charge he waxed wealthy conducting a very modern still in the basement where he once lived.

As the moonshining outlook became brighter, week by week, the prohibition agents say, Perlah had to move out of the basement to make room for his distilling appointments. And so he just bought the whole place and moved into the finest apartment in the house and rented the others.

The basement of the place was divided into departments. In one were two distilling stills, in another a complete bottling and labeling room. In another was a bottling room equipped with the latest machinery. Two other rooms were devoted to the storage of mash and to filters for the colored product. In the stock room the agents found and seized:

One 20-gallon keg of whisky, three 15-gallon kegs of whisky, one 10-gallon keg of whisky, five 5-gallon kegs of whisky, one 3-gallon jar of whisky, one 2-gallon jar, one gallon jar and the following glass containers, all full of whisky: Six 5-gallon, four 2-gallon, four 1-gallon, one ½-gallon glass and one ½-gallon can, together with bottles, labels and machinery complete, including the two 5-gallon copper stills.

A summons was left for Perlah.

any fear that De Walt could not be found when wanted.

The rescuers found their task a difficult one, owing to the darkness, the storm and the fact that the wrecked cars were strewn along a steep embankment. Not only the Philadelphia & Reading tracks, but those of the Pennsylvania and the Central Railroad of New Jersey were blocked by the wreckage.

The embankment was so steep and slippery that the hook and ladder companies which responded had to lay their ladders along the slope to give foothold to the axmen who started work on the cars.

Far within the recesses of a heap of wreckage sounded the resonant tones of an imprisoned man who could see away, through which the call for help was made. She rose to the emergency. She called the Hammononton Fire Department, all the physicians, most of the automobile owners, the state police and officers of the American Legion. Then she notified the other telephone operators to report for duty, realizing that extraordinary demands would be made on the service for hours to come.

The first motorists to respond to the call raced through the village with their sirens screaming. Hammononton turned out to the rescue almost in a heap, where they feverishly endeavored to aid came speeding from other communities.

Relief trains were being made up at Camden and Atlantic City, and a call had been sent for a wrecking crew. Railroad officials had been notified of the wreck by a tragic message from De Walt's tower.

"My God," the towerman's key rapped out, "I've sent No. 33 on the wrong track!"

Beside himself with remorse, he fled from his tower and it was not until after daylight that state troopers found him at his home in Hammononton. They left a guard there, more for the reassurance of his family than through

on writing down his name, promising to repay the loan. The money had been paid back to him, North said, but he could not remember the man's name, if he ever knew it.

The passengers on the wrecked train who began the rescue work were led by Jonathan Miller, better known as "Boss" Miller, captain of the University of Pennsylvania's football team, who was brakeman on the train, and by Roy Cope, of 2403 North Sixth Street, Philadelphia. Elizabeth R. Gaffey, of 101 South Maryland Avenue, Atlantic City, twenty-one years old, volunteered as a nurse and tore up half her clothing for bandages, collapsing when the relief trains arrived.

It was not until after 3 o'clock that the trains with doctors and nurses reached the scene, and it was half an hour later before the wrecking crew put in an appearance.

Twelve troopers of the state police were on duty at the wreck all day to-night with instructions to open fire on any person suspected of looting who failed to heed a command to halt.

Leon W. Quick a Suicide

St. Louisan Former O. R. T. Official and Banker

ST. LOUIS, July 3.—Leon W. Quick, former secretary and treasurer of the Order of Railroad Telegraphers, was found shot to death in his garage this afternoon. A shotgun was beside the body. He had been ill, it was said.

Mr. Quick ran for Governor in the Republican primaries in 1912, after four years as City Treasurer of St. Louis. He was formerly president of the Washington National Bank, of St. Louis, since absorbed, and was receiver of the Bankers' Trust Company in 1914.

He was defeated in 1917 as treasurer of the telegraphers after sixteen years' service.

146 Candles For America's Birthday Cake

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The body which still remains unidentified was believed for hours to be that of Solomon North, a telegrapher at Egg Harbor. North's name was found on a card in his pocket. North, however, reported for duty at the regular time, and on learning of the discovery of the card in the dead man's pocket recalled that weeks ago he had lent 52 cents to a stranger, a mechanic out of work, who had insisted

Bandits Murder Mexican Wife Of an American

Mrs. Thomas Cheney, Whose Husband Is Oil Company Employee, Slain When She Recognized Leader

State Department Acts

Brigand Chief Now Holding Property Owned in U. S. for 10,000 Pesos

From The Tribune's Washington Bureau

WASHINGTON, July 3.—Murder has been added to the depredations of Mexican bandits against Americans in the Tampico oil region, the State Department disclosed to-day. Mrs. Thomas Cheney, the Mexican wife of an American employee of an American company, was slain by Mexican bandits on June 29 when she recognized their leader, the State Department announced.

As the woman is an American citizen by marriage, the State Department

gave immediate instructions to Vice-Consul Shaw at Tampico and the American Embassy at Mexico City to make urgent representations to the Mexican authorities to apprehend and punish the murderers.

Consul Shaw's report of the murder was received June 30, but announcement was withheld until the identity of Mrs. Cheney could be cleared up. The message said that about a dozen armed bandits, who said they were followers of Manuel Barraga, had appeared at Chochoc station, on the Mexican National Railroad, forty miles northwest of Tampico, on June 29. They demanded 2,000 pesos of Mrs. Cheney.

A subsequent message from Mr. Shaw informed the department that Mrs. Cheney was a Mexican woman, whom he knew personally, and had married an American citizen employed by an American oil concern. His message did not disclose the name of the company employing Cheney.

Bandit Chieftain Barraga was last reported operating in the Tuxpam oil district, where he was said to be holding the Palo Blanco camp of the Pemex Fuel Company, an American concern, for 10,000 pesos ransom. Payment of this sum was demanded by July 1. No further word of this raid has been sent to the department by Vice-Consul Shaw, who was instructed Saturday to send further details. As Mrs. Cheney was slain at a place 100 miles from the Palo Blanco camp, where Barraga was last seen, it is regarded here as doubtful that the murderers were involved in his Tampico operations.

Father Kills Son-in-Law

WATERBURY, Conn., July 3.—Alphonso Ponzillo, sixty-five years old, shot and killed his son-in-law, Salvatore Briguglia, here to-day. The police say that Briguglia attacked one of Ponzillo's sons, so the father grabbed a pistol from Briguglia's automobile and fired two shots into Briguglia's body. The dead man's wife is a cousin of Rosa Ponzille, the opera singer.

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